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PART I: PURPOSE

It is the purpose of this Supplement to complement the Airport Affected Area Regulations for Ronan Airport of 2013 by defining and describing the civil airport imaginary surfaces established by Title 14, CFR Part 77, Subpart C generally, and specific to the defined runways, existing or planned, at the Ronan Airport. Accordingly, this Supplement is made a part of the Airport Affected Area Regulations for Ronan Airport. All definitions and descriptions provided in this document shall supplement and become a part of those regulations.

PART II: DEFINITIONS

SECTION II: DEFINITIONS of the Airport Affected Area Regulations for Ronan Airport of 2013 are hereby amended, modified, and/or supplemented as follows:

A. ADDITIONAL DEFINITIONS

General terms and definitions used in Title 14 - CFR Part 77 and throughout this Supplement to establish the civil airport imaginary surfaces.

APPROACH SURFACE – A surface established at the ends of a runway, the size and slope of which are based upon the category of the runway and the type of approach, available or planned, for each runway end. An Approach Surface begins at the end of the Primary Surface and extends outward, longitudinally centered on the extended runway centerline, to a designated horizontal distance and upward at a designated slope. The inner edge of the Approach Surface is the same width as the Primary Surface and it expands uniformly to a designated width.

CONICAL SURFACE – A surface extending outward and upward from the periphery of the Horizontal Surface at a slope of 20 to 1 (1 foot upward for each 20 feet outward) for a horizontal distance of 4,000 feet. The Conical Surface begins 150 feet above the established airport elevation and extends to a vertical distance 350 feet above the established airport elevation.

HORIZONTAL SURFACE – A horizontal plane 150 feet above the established airport elevation, the outer perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the Primary Surface at each runway end and connecting the adjacent arcs by lines tangent to those arcs. The inner boundary is established where the Horizontal Surface intersects the Approach Surfaces and the Transitional Surfaces.

MINIMUMS – Weather condition requirements established for a particular operation or type of operation.

NONPRECISION APPROACH PROCEDURE – A standard instrument approach procedure in which no electronic glideslope/glidepath is provided.

NONPRECISION INSTRUMENT RUNWAY (NPI) – A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision approach procedure has been approved, or planned, and for which no precision approach procedure is planned, or indicated on an FAA planning document or military service military airport planning document.

OTHER THAN UTILITY – A runway that is constructed for and is intended to be used by all types of aircraft and those which exceed a maximum gross weight of 12,500 pounds.

PRECISION APPROACH PROCEDURE – A standard instrument approach procedure in which an electronic glideslope/glidepath is provided.

PRIMARY SURFACE – A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the Primary Surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the Primary Surface ends at each end of that runway. The elevation of any point on the Primary Surface is the same as the elevation of the nearest point on the runway centerline.

SPECIALLY PREPARED HARD SURFACE – A concrete, asphalt, or other paved surface, or an unpaved surface that has been specially treated to stabilize the surface, protect the subsurface, or provide a smoother rolling surface for aircraft.

TRANSITIONAL SURFACE – The surfaces beginning at the sides of the Primary Surface and at the sides of the Approach Surfaces, which extend outward and upward at right angles to a runway centerline and extended runway centerline at a slope of 7 to 1 (1 foot upward for each 7 feet outward), and continue until it intersects the Horizontal Surface.

TURF VISUAL RUNWAY (TV) - A non-paved runway intended solely for the operation of aircraft using visual approach procedures.

UTILITY RUNWAY – A runway that has been constructed for and is intended to be used by propeller-driven aircraft with a maximum gross weight of 12,500 pounds and less.

VISUAL APPROACH – An approach conducted on an instrument flight rule plan which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot must, at all times, have either the airport or preceding aircraft in sight.

VISUAL RUNWAY – A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

B. SUPPLEMENTAL DEFINITIONS

The category of each runway at an airport and the type of approach, existing or planned, for each runway end are used to establish the size, location, and requirements of the civil airport imaginary surfaces specific to that airport. Accordingly, the defined runway(s) at the Ronan Airport, a public use airport that is listed on the National Plan of Integrated Airport Systems, are more specifically described as follow:

RUNWAY 17/34 – The primary runway at the Ronan Airport constructed with a specially prepared hard surface and used for the taking off and landing of aircraft (Note: the existing runway is currently marked 16/34 but will be changed to 17/35 on a remarking project in 2013). Runway 17/35 (16/34) is oriented to a true bearing of N 03° 19' 53" E with existing dimensions of 75-foot width and 4,800.48 -feet length. The runway is currently designated as an Other Than Utility and Visual Runway. Planned improvements include establishing a nonprecision instrument approach procedure for Runway 17 (16) and Runway 35 (34). Based on these planned improvements, **Runway 17/35 (16/34) is designated a Nonprecision Instrument Runway - Other Than Utility, having visibility minimums greater than three-fourths of a statute mile.**

RUNWAY 3/21 – A future crosswind runway at the Ronan Airport that would be constructed with a specially prepared hard surface and used for the taking off and landing of aircraft. Runway 3/21 would be oriented to a true bearing of N 45° 00' E with dimensions of 60-foot width and 4,800-foot length. **Runway 3/21 would be designated a Utility and Visual Runway.**

PART II: CIVIL AIRPORT IMAGINARY SURFACES

A. DESCRIPTION OF SURFACES

The following surfaces are established with relation to the Ronan Airport and to each runway at the Ronan Airport. The sizes (and slope) of the Approach Surfaces, Horizontal Surface, and Primary Surface described below are based on the most demanding category, existing or planned, of each runway and according to the most precise type of approach, existing or planned, at each runway end.

1. **HORIZONTAL SURFACE** – A planar surface at an elevation of 3247 feet above mean sea level (NAVD 88). The outer perimeter of the Horizontal Surface is constructed by swinging arcs with a 10,000-foot radius from the center of each end of the Primary Surface established for Runway 17/35 (16/34) and connecting the adjacent arcs by lines tangent to those arcs. The radius of 10,000 feet is required for a Nonprecision Instrument Runway - Other Than Utility, having visibility minimums greater than three-fourths of a statute mile.
2. **CONICAL SURFACE** – A sloping surface that begins at the periphery of the Horizontal Surface and at an elevation of 3247 feet above mean sea level (NAVD 88); it extends outward at a slope of 20 to 1 (1 foot upward for each 20 feet outward) for a horizontal distance of 4,000 feet, thus terminating at an elevation of 3447 feet above mean sea level (NAVD 88).
3. **PRIMARY SURFACE** – A surface with varying elevation that equals and coincides with the elevation of the nearest point on the adjacent runway centerline(s).
 - a) **RUNWAY 17/35 (16/34)** - The Primary Surface for Runway 17/35 (16/34) has a width of 500 feet and a length of 5,200 feet based on the requirements for a Nonprecision Instrument Runway Other Than Utility, having visibility minimums greater than three-fourths of a statute mile.
 - b) **RUNWAY 3/21** - The Primary Surface for future Runway 3/21 has a width of 250 feet and a length of 5,400 feet based on the requirements for a utility, visual runway.
4. **APPROACH SURFACES** – The dimensions of the Approach Surfaces for the runway(s) at the Ronan Airport are designated as follows:
 - a) **RUNWAY 17 (16)** – The Runway 17 (16) Approach Surface begins with an inner width of 500 feet at the end of the Primary Surface (200 feet beyond the end of Runway 17 [16]) and with an elevation of 3085.88 feet above mean sea level (NAVD 88); it extends outward at a slope of 34 to 1 (1 foot upward for each 34 feet outward) to a horizontal distance of 10,000 feet and an outer width of 3,500 feet.

- b) RUNWAY 35 (34) – The Runway 34 Approach Surface begins with an inner width of 500 feet at the end of the Primary Surface (200 feet beyond the end of Runway 35 [36]) and with an elevation of 3079.34 feet above mean sea level (NAVD 88); it extends outward at a slope of 34 to 1 (1 foot upward for each 34 feet outward) to a horizontal distance of 10,000 feet and an outer width of 3,500 feet.
 - c) RUNWAY 3 – The Runway 3 Approach Surface begins with an inner width of 250 feet at the end of the Primary Surface (200 feet beyond the end of Runway 3) and with an elevation of 3075.5 feet above mean sea level (NAVD 88); it extends outward at a slope of 20 to 1 (1 foot upward for each 20 feet outward) to a horizontal distance of 5,000 feet and an outer width of 1,250 feet.
 - d) RUNWAY 21 – The Runway 21 Approach Surface begins with an inner width of 250 feet at the end of the Primary Surface (200 feet beyond the end of Runway 21) and with an elevation of 3097.0 feet above mean sea level (NAVD 88); it extends outward at a slope of 20 to 1 (1 foot upward for each 20 feet outward) to a horizontal distance of 5,000 feet and an outer width of 1,250 feet.
5. TRANSITIONAL SURFACE – The surface beginning at the periphery of the primary surface and Approach Surfaces which transitions to the Horizontal Surface at a slope of 7 to 1 (1 foot upward for each 7 feet outward).

B. REFERENCE DRAWINGS AND MAPS

The Airport Airspace Drawing (Sheet 3 of the Ronan Airport Layout Plan) graphically identifies the civil airport imaginary surfaces described in this Supplement. The Ronan Airport Layout Plan is on file with the Clerk and Recorder in Lake County and the City Clerk in the City of Ronan. Copies of the reference drawings and maps are also available at the Lake County Planning Department.